

No. 8053 號三十五零千六第 日十初月三年丑丁緒光 HONGKONG, MONDAY, APRIL 23rd, 1877. 一拜禮 號三十一月四年 港香 [PRICES SEE FRONT]

Intimations.

AN STEAMSHIP COMPANY.
FOR SHANGHAI
 cargo and Subscribers at through rates
HANKOW, NINGPO, and PORTS on
 the Yangtze.
 Company's Steamship

"DEUCLION"
 dispatched on or about the 27th inst.
 Freight or Passage, apply to
TERTIERRED & SWIRE, Agents.
 Hongkong, 23rd April, 1877.

AN STEAMSHIP COMPANY.
LONDON, via SUEZ CANAL.
 Company's Steamship

"ULYSSES"
 dispatched on or about the 3rd May.
 Freight or Passage, apply to
TERTIERRED & SWIRE, Agents.

Hongkong, 23rd April,

NOTICE.
Undersigned has been appointed AGENT at HONGKONG and its vicinity in BOSTON BOARD OF MARINE UNDERWRITERS by Power of Attorney dated Boston, 1st March, 1877.
T. G. LINSTAD.
Hongkong, 23rd April, 1877.

Education, begs to
Hongkong, that she

FOR ENGLISH CHILDREN on the 1st
1877. Hours of attendance from 10
to Five P.M.
Courses of Study comprise English, Pen-
manship, Arithmetic, Geography, Use of the
Ancient and Modern History, &c.
FEE, PER MONTH, \$10.00. No
charges for French.
Particulars, apply to 5, HOLLY-
WOOD ROAD, HONGKONG.
24 Hongkong, 23rd April, 1877.

TO LET.
THREE LARGE HOUSES (recently
thoroughly repaired) known as FLEET-
BUILDINGS, adjoining the Control De-
partment. They may be occupied as a
dwelling, or as a warehouse, or as a
Lodging or Boarding Establishment.
Also,
CIGAROUS GRANITE GODOWNS, co-
with the above, fronting the Harbour

Also,

THE SA. WAREHOUSE, now in the possession of Dr. DENNIS. These Premises may be used, the Lower Store having an entirely new Entrance and Garden. Gas, Water, and Tennis Lawn.

Apply to
HARRP, TOLLER, and JOHNSON,
 Solicitors,
 at Odeon House,
 Hongkong, 33rd April, 1877.

1625

鐵鋼造精接承昌信
 CHUNG CHENG CHANG
 HOUSE and SHIP PLUMBER,
 FRANKLINITE, BRASSFOUNDER, &c.,
 No. 21, SCOTT'S LANE,
 HONGKONG. [Ap. 23]

Notices to Consignees.
 HARTLAND and ORIENTAL STEAM-SHIP COMPANY.
 NOTICE.

—
 PRISONERS of War

Galleo, from San Francisco, &c., are hereto
 notified to send in their Bills of Lading
 Consignations, and to take immediate
 care of their Goods.
 To expedite the discharge of the Steamer
 it is ordered and stored at Consignees' risk
 and expense.
 G. B. EMOY, Agent.
 619 Hongkong, 20th April, 1877.
 FROM LONDON AND SINGAPORE.
 The Steamship *Gloucester* having arrived
 from the above Ports, Consignees of Cargo
 are hereby informed that their Goods are
 landed at their risk by the Underigned
 their Godowns, whence to be removed to the Wharf

Additional Cargo will be for

nless notice to the contrary is given before
 M. TO-DAY, the 21st instant.
 goods remaining undelivered after the 27th
 inst will be subject to rent.
 Fire Insurance has been effected.
 Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
 Agents.
 620 Hongkong, 21st April, 1877.
 STEAMER **FERONIA**, H.
 SCHULTZ, Master, from HAMBURG,
 via SINGAPORE.
 DISCHARGE of Cargo by the above
 Steamer are hereby informed that their
 goods are landed and stored at their risk

are being landed and
Godowns of the

Delivery may be obtained.
Persons wishing to take delivery of their
from the boats alongside the wharf are
to do so.
Goods remaining in store after the 27th inst.
are subject to rent.
Additional Cargo will be forwarded unless
to the contrary is given before Noon THIS

of Lading will be co
WM

Agents.

5 Hongkong, 20th April, 1877.

STEAMSHIP SINDH
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo per Steamship
INDUS, from London, in connection
the above Steamer, are hereby informed
that the same will be loaded and stored at
Staka at the Company's Godown, whence
they may be obtained immediately after
discharging.

Original Cargo will be forwarded on unles-
sation is received from the Consignee be-
fore it is **CLUCK TO-DAY**, requesting it to be
forwarded.

Bill of Lading will be countersigned by the
discharged.

Cargo remaining unclaimed after **SUBS-
Y**, the 28th instant, at Noon, will be subject
to freight and landing charges.

To Fire Insurance has been effected.

By **M. POEY**, Agent.

06 Hongkong, 19th April, 1877.

CONSIGNEES OF OPTIONAL CARGO,
EX O. S. CO.'S S.S. ARCHER,
FROM LIVERPOOL.

SHIPPING Orders must be obtained from
the Undersigned not later than the 5th
of the month of May, at **DETRAILON**,
STURTEVANT & SWIRE AGENTS,
at 008 Hongkong, 18th April, 1877.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer
ARCHER, are hereby notified that the
cargo being discharged into Craft, at London
the Godowns of the Undersigned; in both
cases it will lie at Consignees' risk. The Cargo

be ready for delivery

Goods undelivered after the 25th April,
will be subject to Rent.
BUTTERFIELD & SWIRE, Agents.
604 - Hongkong, 18th April, 1877.

NOW READY FOR SALE.

THE CHRONICLE AND DIRECTORY FOR 1877.

(Which is incorporated "The China Directory.")

This Comprehensive Work, now in the FIFTEENTH YEAR of its existence, has been compiled from the best and most reliable sources, and no pains have been spared to render it COMPLETE in EVERY RESPECT.

It contains—

THE DIRECTORY FOR HONGKONG.

THE DIRECTORY FOR CANTON.

THE DIRECTORY FOR WHAMPOA.

THE DIRECTORY FOR MACAO.

THE DIRECTORY FOR HUIHOW.

THE DIRECTORY FOR SHANTOW.

THE DIRECTORY FOR AMOY.

THE DIRECTORY FOR FORMOSA.

THE DIRECTORY FOR FOCHOW.

THE DIRECTORY FOR NINGPO.

THE DIRECTORY FOR SHANGHAI.

THE DIRECTORY FOR CHINKIANG.

THE DIRECTORY FOR KIUKIANG.

THE DIRECTORY FOR HANKOW.

THE DIRECTORY FOR CHEFOO.

THE DIRECTORY FOR TIENTSIN.

THE DIRECTORY FOR NEWHONG.

THE DIRECTORY FOR PEKING.

THE DIRECTORY FOR JAPAN.

THE DIRECTORY FOR PHILIPPINES.

THE DIRECTORY FOR SAIGON.

THE DIRECTORY FOR HATPHONG.

THE DIRECTORY FOR HANOI.

THE DIRECTORY FOR SINGAPORE.

THE DIRECTORY FOR BANGKOK.

With brief descriptions of Hongkong, the Treaty Ports of China, Japan, and the Philippines.

It also includes a mass of useful information in addition to that already found in works of the kind.

The larger Directory contains the different Treaties and Conventions made by China and Japan with foreign countries, together with various Acts, Ordinances, and Regulations relating to Commerce and Shipping.

It is further embellished with a Chronological Table of the various HOUSE FLAGS.

Also of the various HOUSE FLAGS.

(Designed expressly for the Work.)

And MAPS OF HONGKONG, JAPAN, &c.

The Chronicle and Directory is the only publication of its kind for China and Japan, and it will be found invaluable in all Public, Mercantile, and General Offices.

It is published in two forms—Complete at \$5, or, with the Lists of Residents, Port Directories, Maps, &c., at \$8.

Orders for Copies may be sent to the Daily Press Office, where it is published, or to the following Agents:

MACAO.....Messrs. L. & Co. Agents.

SWATOW.....Messrs. Campbell & Co.

AMOY.....Messrs. Wilson, Nicholls & Co.

FORMOSA.....Messrs. Wilson, Nicholls & Co.

FOCHOW.....Messrs. Hodge & Co.

NINGPO.....Messrs. Kelly & Walsh, Agents.

SHANGHAI.....Messrs. Kelly & Walsh, Agents.

CHINKIANG.....Messrs. Kelly & Walsh, Agents.

HANKOW.....Messrs. Kelly & Walsh, Agents.

NEWHONG.....Messrs. Kelly & Walsh, Agents.

PEKING.....Messrs. Kelly & Walsh, Agents.

SAIGON.....Messrs. Kelly & Walsh, Agents.

HATPHONG.....Messrs. Kelly & Walsh, Agents.

HANOI.....Messrs. Kelly & Walsh, Agents.

SINGAPORE.....Messrs. Kelly & Walsh, Agents.

BANGKOK.....Messrs. Kelly & Walsh, Agents.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., 227, HONGKONG DISPENSARY.

A. S. WATSON AND CO.,

FAMILY AND DISPENSING

CHURCHMEN.

By Appointment to His Excellency the Governor and his Royal Highness the Duke of Edinburgh.

WHOLESALE AND RETAIL DRUGGISTS.

PERFUMES.

PATENT MEDICINE VENDORS.

DRUGGISTS, SUNDRIES.

And

STERILIZED WATER MAKERS.

SHIPS' MEDICINE CHESTS RE-ENTRUSTED.

PASSENGER SHIPS SUPPLIED.

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HONGKONG, APRIL 23RD, 1877.

Throughout the Chinese army in the North West has encountered and slightly defeated the Dargazis, it has not, as yet, come into direct contact with the main army of Yacoon.

A telegram from Berlin states that the Amoy is at Tientsin, with an army of fifty thousand men. The Chinese have drawn up an army of similar proportions to oppose him, and it would seem probable that a conflict must shortly ensue. The Chinese have, so far, shown great deliberation in their movements. Their army has been considerably more than a year on its march, and has been occupied in raising corn and vegetables for its consumption, the latter being done having proved a great barrier to their progress, and rendered it impossible for them to obtain supplies from China. They have also obtained supplies from Russia.

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which that Power will no doubt eventually receive a territorial advantage. The Chinese forces have certainly gained some important advantages in the capture of Mian and other cities, but the real tug of war has yet to come. The Imperial army, even if well provisioned, would seem to be in a sufficiently critical position. One severe defeat would, in all probability, lead to its utter annihilation, and then no obstacle would intervene between the Amoy and a march direct on China. The subjugation of Kueibang will certainly prove an arduous and dangerous undertaking, and the Government of Peking would not wish to accept of the Amoy as an acknowledgment of its supremacy, instead of attempting to procure his downfall. Whether Yacoon has been defeated with this arrangement it is impossible to say, but with recent examples of Russian aggressiveness so close to his borders he would be foolish to refuse such a settlement of the contest. At present the Chinese have too much on their hands to attempt the conquest of Kueibang, but there is no guarantee that at some future time they will not seek to complete its annexation. As Kueibang affords a good market for Indian tea and British manufactures, it would be closed against us if absorbed by Russia, or despoiled by ferocious Chinese barons. England is sufficiently interested to induce her to try and bring about a pacific solution of the quarrel by mediation. The Chinese Government would be much disposed to listen to British representations than those of any other Power, and the Amoy would be sure to be guided by British counsels. Both on grounds of humanity and sound policy, therefore, British mediation is called for and should not be withheld. Whenever it appears to be in the power of a great civilized Government to stay the shedding of blood by diplomatic intervention, it ought not to refrain from making the attempt. It is to be hoped that the British Government will see fit to point out to the rulers of Peking the folly of proceeding with the costly war with Kueibang, when, as is most probable, their object may be attained by negotiation.

Amoy's many difficulties to be encountered in dealing with the Chinese in our courts is their moral obliquity and utter regardlessness of the truth. To lie is with them no crime, and they are made to understand the consequences of committing perjury. Unfortunately, too, a large proportion of the witnesses do not understand what they are doing in making the usual declaration required from them in the oath administered to European witnesses. Many of them are too careless and indifferent to notice the import of the words they mechanically repeat, while the mental calisthenics of so low a task is next to impossible to make them comprehend the full significance of the declaration. This was strikingly illustrated in a recent case, in which the witness frankly confessed he did not know what the words he had been repeating meant, and all the efforts of the magistrate to make him understand appeared quite futile. Owing to these circumstances it is not surprising that the Chinese frequently fail the most audacious falsehoods in court. Happily, however, for the cause of justice, they are generally so in a blundering manner that renders the lie transparent. The lower class of Chinese are not deficient in low cunning, but they are easily trapped, and it is seldom difficult for the magistrate to trip them in their efforts to deceive. It is difficult to suggest any effective means for impressing upon the Chinese the importance of their adhering to the truth, the peril they place themselves in by committing perjury, and the binding nature of the declaration they take before giving evidence. Perhaps a solemn caution administered by the magistrate before they make the declaration might have a salutary effect, and this might be aided by printed notices explaining the force being put upon the court. But willful stupidity and a disposition to deceive are not easily to be overcome, and it is to be feared that any remedy for Chinese mendacity will prove at best a very partial one.

The Amoy, a double screw gun-boat, Commander H. N. Hippisley, arrived here yesterday from Amoy.

Among the arrivals by the P. and O. steamer Zambesi yesterday were Mr. B. Plunkett, from Singapore.

Notice is given in Saturday's Gazette that H. B. the Administrator has been deputed to receive the French Consulate at this port.

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"Kuan-fo" Head is a bold headland 350 feet high, forming an excellent anchorage for the small boats of the fishermen. The headland is the projecting point on which the village of Tikok, one of the limits of the Pak-oi anchorage, is built. It is a bold headland, and is a good anchorage for the small boats of the fishermen. The headland is the projecting point on which the village of Tikok, one of the limits of the Pak-oi anchorage, is built. It is a bold headland, and is a good anchorage for the small boats of the fishermen.

The report of the Superintendent of the Fire Brigade for the quarter ending the 31st March is published in the Gazette. It states that the regular inspections and parades were held on the 29th January, 3rd March, and 3rd April, at which were present the Government steam and manual engines, and the manual engines of the Chinese firemen. They were examined and worked, and all found in order. The fire-ladders, extinguishers, implements, hose, and general equipment were also found to be clean and in order. The firemen were also found to be in good order.

The following items are taken from the London and China Express of the 16th ult.:

First Surgeon G. P. A. Row has been appointed to the Andalusian flag-ship of the China Squadron.

Professor Chalmers and Sir Henry Rawlinson are appointed delegates for London at the sitting of the Congress of Orientalists at Florence, to be held in September, 1878; Professor Legge, of Oxford; Professor Wright, of Cambridge; and Dr. Muir for Edinburgh.

We have to record the death of Mr. De Bortolotto, who was in early days the representative of the Italian community in the Consulate for that country at Peking, after the ratification of the Treaty of Tientsin in 1858, when the Ministers of Foreign Nations were admitted to the capital.

A movement has been set on foot in London with a view to working business in such a manner as to bring about a settlement of the Amoy question. The movement is being carried out by a committee of business men, who are working for the settlement of the Amoy question.

At the Thames Police-court on the 10th March, the Chinese, named Ah Lo, Ah Lo, Ah Lo, and Ah Lo, were charged with the theft of a silver watch, valued at 10s. The watch was found in the possession of Ah Lo, and he was charged with the theft of the watch.

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with great ability. Bokhara is famous for its bazars, which are in some parts of a solid stone wall, but the shops in these bazars are of miniature dimensions. These are occupied by retail dealers, who obtain their merchandise on "credit" from the wholesale merchants. The merchants of the 60 enayansera make up to be Bokhara. Each nationality has its own characteristics. There Russian merchants deposit their goods in the Khan Sarai, which can hold 1,500 casks. The Chinese, who are the most numerous, the Uigur Sarai, arranged for the accommodation of 2,000 casks. The Afghans have a separate sarai, and so forth. A retail sale is carried on in these sarais, and there is a duty of 5 per cent. on goods sold. The wholesale price is 10 per cent. from non-Muslims. Immense quantities are produced by the people. They pay in Kijoor one-third of the product of their lands whomever, according to the Shariat, or law, they are required to pay only one-tenth of the new taxes. Bokhara, before, have been laid out. Bokhara is said, by Captain Kosenko, to incline towards Russia in matters of economy and trade. In the bazars of Bokhara, the trade may be seen at every step. The tobacco is sold in small quantities, trays, cups, etc., are to be found in use; every true believer's house will be observed many articles of primary necessity in a household, which have been brought from Russia, such as sugar, tea, etc. Bokhara is a city of 100,000. Every Mussulman of the most slender make is regarded in a khilat made of Russian leather. The agricultural ploughs the land with Russian iron, and the soldier is armed with a flint gun of Russian manufacture. Bokhara is a city of 100,000. Bokhara is a city of 100,000. Bokhara is a city of 100,000.

notwithstanding the great distance which separates it from Moscow and Nijni-Novgorod, their people could hardly conceive their export of cotton to be so important to the Russian Empire as for so long a period. These relations existing from of old, have taken root so deeply, and Moscow has to so great an extent become a cotton market, that the export of Russian merchandise fetches a lower price in Bokoara markets than in Moscow itself. For instance, sugar sells at Bokoara at 8 roubles per pood; in Moscow at 10 roubles; cotton prints at 4 roubles to 4 1/2 roubles; the price of 40 and 50 arshines (28 inches). This is owing to the quality of the goods and the fact that the Bokoara market is a free-trade of the city of Bokoara and the village of Buisin, but the agriculture of the Khanate is entirely dependent on Samarcand, since the upper course of the Zamianai, which irrigates Bokoara, divides at Samarcand, and flows into Russian territory, so that the Khanate owes its bread to the will of the Czar. The wealth and pride of the Khanate is its cotton, of which it produces much more than it needs. — Bokoara cotton is decidedly superior to that of Kokovud and Tashkoud, and is even preferred to the Khiva cotton, being finer and whiter, and much stronger. It is not so good as that of the Khiva cotton. Year by year there is more cotton grown in Bokoara to meet the increasing demand in Russia. Silk is also a kind of importance to Bokoara. Silk is not so much of importance to Russia, though this branch of industry is not so much so widely developed as the cultivation of cotton, we may safely predict a brilliant prospect for the future of the rearing silkworms. The manufacturing industry of Russia may be said to be still in its infancy, and yet it is in a somewhat more advanced state than that of the neighbouring independent Khanates. Industries of this kind are not so much of importance on account of the want of technical knowledge, the acquisition of which is discouraged by the law, for it is held that all knowledge is sinful but that which does not lead to the acquisition of wealth, although Captain Zootenko naturally exults in Russia's predominance in this principal market of Central Asia, he is a very important witness

is thwarted by England, as the following enunciation in his report of the articles of English manufacture brought to Bokhara shows:—1.—Mulin, which, being of a better quality than the Russian, is more valued; he puts the latter completely out of the market. 2.—Tea of various sorts from the Northern Provinces of India. 3.—Culico, which, though somewhat inferior, is of a quality superior to that of Russia. 4.—Silk, and muslin, with a flower pattern. In this article the English have not suited the Asiatic taste, so that the muslin does not find a good sale. 5.—Fustian, something like Russian fustian. 6.—Broad-cloth, used for making coats, madders, and staid dresses. This is an article of the greatest luxury. Times.

THE MOSQUITO GUNBOAT.
The Chinese Empire is being made acquainted with the Greek alphabet under novel and striking circumstances. *Alpha* and *Beta* have been introduced into the Chinese language, and the Mosquito gunboats, which on small distances carry very heavy ordnance; *Gamma* and *Delta*, their sister ships, are bound for the same destination.

tion and then two more, the *Spicy* and the *Wey*, have been tried in the Yellow Bay. From the time when the first Ironclad was built, till the outbreak of the war, the ironclad was the object of great interest between guns and armour began—the gun growing yearly more important in the size and effectiveness of the projectile, and the ship becoming yearly more important in the construction of the armour, first for excluding, and then for surviving the impact of, heavy shot and shells—the question of the proper unit of naval strength has been, in consequence of development, such that it has been impossible to find out if you could only build a manageable ship and armour it with the best armour, and then put the armour in armour plating which the gun of the day would fail to penetrate, the limits of size were such, namely, as your harbours and coasts would impose. The world was not yet afloat with war ships carried, the greater were her power and utility. Once persuaded the nations of the world to forego torpedoes and abandon guns beyond the range of the 28 pounder, and the world of *Northumberland* might well be the type to adopt and multiply. But let it appear to be more than probable that a structure which has the utility of the *Northumberland* and the cost of seven hundred men may sink in a naval engagement if hit by a single shell or torpedo, and the question arises—is it wise to concentrate in one vessel the largest portion of your strength? Should not dispersion rather than concentration be the policy of the naval architect and commander? Strategists and open order are needed, and tactics by land for countering guns of position, should not your sea forces furnish some analogy to the land warfare? What would become of armies, even of the present portentous size, if one projectile could sink a whole army?

An answer to the moral problem is supplied by Mr. George Kendall, a member of the Elswick firm. The first submarine was the gunboat *Scorch*, which has already been adopted by the British Navy. Her hull is made of iron, and is so constructed that she can sink, and rise, and submerge, on very small tonnage, a gun which will pierce the heaviest armor afloat. The fleet torpedoed her when she was the *Heracles*, and she was taken to the Elswick works, where, for money, said Mr. Kendall, "I can build ten or a dozen *Scorchs*, now them from point to point, as required, along the coast, and defend several harbors, without any money any threat. They will be floating gunboats, and little more, and they will carry no defensive armor, but their diminutive size will be their defense; if an ironclad approaches, they will take up their position in the rear of the main force, and, from different points, direct the encounter, and from different points direct converging fire upon the weak parts of her harness." The new Chinese gunboats are a development of the same line. The *Alpha*, *Beta*, *Gamma*, and *Delta* have a displacement of 400 tons, engines of 310-horse power, a speed of nine knots, and a draught of only eight feet; yet the first two carry each a 275-ton gun, and the last two 35-ton guns, which is the heaviest and most powerful ordnance yet added to a penetrating eighteen-inch, which is the heaviest, and therefore, in favorable circumstances, of sinking or disabling at one shot any fronded battleship, or building, or gun, or ship, or vessel, or *Drift*. The *Infatigable* will carry heavier guns, and the *Thunderer* has already guns equal weight; but the *Woodcock* gun of 300 tons throws a lighter projectile and burns a smaller power charge than the *Alpha*, and with which the *Gamma* and the *Delta* are equipped. The guns are worked by hydraulic power. They are fixed immovably along the deck, and are mounted on a single block, which works upon a complex of pulleys, without any other carriage than the fixed track. The projectiles are brought from the magazines close to the loading position by a simple and ingenious device, and are then thrown into a mechanical rammer working beneath the gun's plate at the bow. A gunner in the pilot-house works the hydraulic power which elevates, depresses, and runs the guns.

* It will be remembered that the *London* and *China* *Express* asserts that these two gunboats are intended for the Baltic. Certainly they will find no use there, to join the fleet in China.

Vessels Advertised as Loading.				
DESTINATION	VESSEL'S NAME	CAPTAIN	AS	FOR FRIGHT
LONDON, <i>via</i> SUEZ CANAL...	Ulysses (str.)	Matson	Hongkong	Butterfield & Swire
Do. " " " " " " " " " "	Leontine (str.)	Matson	Hongkong	Meyer & Co.
Do. " " " " " " " " " "	Anglo Saxon	O. Harrington	Hongkong	Meyer & Co.
Do. " " " " " " " " " "	Nyssa	Garrick	Hongkong	Wm. P. Austin & Co.
NEW YORK	Lytle Bell	Flannery	Hongkong	Vogel, Hagedorn & Co.
Do. " " " " " " " " " "	Albert Russell	Clarke	Hongkong	Vogel, Hagedorn & Co.
SAN FRANCISCO <i>via</i> YAMAGUCHI	Quincy (str.)	O. Harrington	Hongkong	P. & O. S. Co.
Do. " " " " " " " " " "	City of Peking (str.)	Matson	Hongkong	P. M. S. & Co.
Do. " " " " " " " " " "	Rennik	Bergeland	Hongkong	Vogel, Hagedorn & Co.
Do. " " " " " " " " " "	Cassia McNeill	Flannery	Hongkong	Vogel, Hagedorn & Co.
Do. " " " " " " " " " "	Leontine	Matson	Hongkong	Butterfield & Swire
Do. " " " " " " " " " "	Anglo Saxon	O. Harrington	Hongkong	Jardine, Matheson & Co.
DOCKTOWN	Yuan (str.)	Stoek	Hongkong	Vogel, Hagedorn & Co.
SINGAPORE AND PENANG	Guthrie (str.)	Ranton	Hongkong	Jardine, Matheson & Co.
ANGKOR	Danville (str.)	Chisholm	Hongkong	Xuen Fik Hoo
AMBA	Panay (str.)	Geyondach	Hongkong	Bernardes & Co.
Do. " " " " " " " " " "	Sarasoga (str.)	Lifaz (str.)	Hongkong	Vogel, Hagedorn & Co.
OKOHAMA	Malacca (str.)	Matson	Hongkong	P. & O. S. Co.
HANGHAI	Zumbesi (str.)	H. Schuch	Hongkong	P. & O. S. N.
Do. " " " " " " " " " "	Feonia (str.)	H. Schuch	Hongkong	Butterfield & Swire
Do. " " " " " " " " " "	Penelope (str.)	Matson	Hongkong	Wm. P. Austin & Co.
AND HANKOW	Tatlar (str.)	Johnson	Hongkong	Wm. P. Austin & Co.

<p>For Sale.</p> <p>SAYLE & CO.</p> <p>DES TO SOLICIT AN INSPECTION OF THEIR SUMMER STOCK— NEW DRESS MATERIALS, in GAUZE MIKADO SILKS. LACE STRIPE JAPANESE SILKS. PLAIN AND STRIPED LUSTRES. MOHAIR SICILIANS— WHITE and COLOURED HAMBURG NETS. RANCY COLOURED GRENADINES and GAUZES. The BEST MAKE of BLACK GRENADINE, Guaranteed to wear well.</p>	<p>For Sale.</p> <p>MAC EWEEN, FRICKEL & Co have for Sale— BASS & Co's PALE ALE, Pilsner and Quarts, GUINNESS'S STOUT, Pilsner and Quarts. KENNESBY'S BRANDY, One, Two, and Three Stars, in Cases. ROUTE, GUILLET & Co's BRANDY, in Cases. SWAIN BOARD'S OLD TOM. KINAHAN'S LL WHISKY. ROYAL GLENDEER WHISKY. HUNT'S PORT WINE. SACOGNE SHERRY. POMMEY & GREGO'S DRY CHAMPAGNE. HEIDSIECK'S MONOPOLE CHAMPAGNE.</p>	<p>TH</p> <p>DAY</p> <p>WILL</p> <p>MOR</p> <p>28</p> <p>(N)</p>
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PLAIN COLOURED ORGANDI MUSLIN.
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MUSLINS.
KANDA and YOSEMITE STRIPED
CAMBRICS.
WHITE and COLOURED NIAGARA
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DAMASSE CAMBRICS.
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WHITE RUBBER SHEETING.
LADIES' ZEPHYR WATERPROOFS,
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CHAIR CUSHIONS, INFLATING,
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PRIME MESS BEER, in Tiers and Barrels.
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FOR COMMERCE, BUSINESS, AND PRACTICAL SERVICES
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proximity attained, and conforming with those
vast margins and vacant spaces which have
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the best pronunciation complete, that is, refer-
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derstands English to communicate effectively
with natives who understand nothing but Chi-
nese. In this respect the work will found in-
dispensable to all Europeans residing in
China, and to the natives themselves it ex-
plains subjects fully with which very few in-
deed of them are perfectly acquainted. To natives
residing in China it cannot but be invaluable occasionally.

To illustrate the vast scope of the work, the
following facts are submitted for consideration:
Chalmers' Yearbook contains about 36,000
Chinese characters. Medhurst's English
and Chinese Dictionary about 260,000, whilst
this work contains more than 50,000 English
words, and upwards of 500,000 Chinese charac-
ters. A German and Chinese Dictionary, and
other elementary works as yet published, the
studium of this difficult language absolutely re-
quires, in order to display the various appli-
cations of the Chinese language, and which
have one general meaning. Of these examples
this work contains more than five times as
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TRUBNER & CO., 57, CANNON STREET, ROYAL
HONGKONG.
"DAILY PRESS" OFFICE, WYNDHAM ST.,
HONGKONG.

582 "Hongkong," 1st May, 1876.

FOR SALE.
A VERTICAL BOILER, with ENGINE
attached, 5 Horse-Power, fitted with
Governor, and complete in all its parts.
Apply to
A. MILLAR & Co
1705 Hongkong, 29th October, 1876.

FOR SALE.
CUTLER & PALMER & Co's
Brands of WINES and SPIRITS.
Apply to
SIMPSON & Co
11941 Hongkong, 21st June, 1876.

YEE SUNG & CO,
COAL-MERCHANTS,
Have always on hand LARGE STOCKS of
every description of
1st class, and of BIRD-TONGUE & CO.,
No. 43, Praya, Hongkong.
No. 448 Hongkong, 30th May, 1876.

R. KRUPP'S CAST STEEL WORKS,
ESSEN (GERMANY).
SOLE AGENT FOR CHINA,
HONGKONG, SHANGHAI, CANTON (Germany).
JOHN SKINNER, SAN FRANCISCO,
CALIFORNIA.
Sole Agent on the Pacific Coast for
Winchester Repeating Arms and Ammunition;
On Port's Blazer and Fowling Gun, and
Superior and Pacific Rifle Company's Safety
Fuse.
July 11th 1870

THE CHUNG KONG SAN PO
(Chinese Daily Press).
PUBLISHED DAILY.
As the best medium for Advertising among the
Native Community.
It has been established upwards of TWENTY
YEARS, and enjoys the largest and best cir-
culation of any Chinese paper in the South of
China. It is carefully edited by an experienced
Chinese Scholar, and contains FULL and RE-
LIABLE COMMERCIAL INTELLIGENCE.
Terms for Advertising can be obtained at the
Office, 17, Nathan Road, Hongkong; or, from
the Foreign Agents,
HONGKONG, 18th January, 1877.

Vessels on the Berth.	
OCEANIC AND ORIENTAL STEAM-SHIP COMPANY.	
TAKING THROUGH CARGO AND PAS- SENGERS FOR THE UNITED STATES AND EUROPE.	
IN CONNECTION WITH THE GENERAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.	
Fire	On or about 3rd prox.
Co.	Quick despatch.
Co.	Quick despatch.
Co.	Quick despatch.
Co.	Quick despatch.
Co.	Quick despatch.
Co.	On 1st prox., at 3 P.M.
Co.	On 15th prox., at 3 P.M.
Co.	Quick despatch.
Co.	Quick despatch.
Co.	Quick despatch.
Co.	Quick despatch.
Co.	On 20th inst., daylight.
Co.	On or about 25th inst.
Co.	Quick despatch.
Co.	Today, at 4 P.M.
Co.	To-morrow, at daylight.
Co.	Quick despatch.
Co.	On or about 27th inst.
Co.	On or about 28th inst.

Vessels on the Berth.

STEAM TO YOKOHAMA.
P. & O. S. N. Co.'s Steamship
"MALACCA"
for the above place at 4 P.M. To-
day, 23rd instant.

ADAM LIND,
Superintendent.
Hongkong, 23rd April, 1877.

STEAM TO SHANGHAI.
P. & O. S. N. Co.'s Steamship
"ZAMBESI"
for the above place at Daylight To-
morrow, the 24th instant.

ADAM LIND,
Superintendent.
Hongkong, 23rd April, 1877.

SINGAPORE AND PENANG.
Steamship

G. B. EMOBY,
Agent.

Hongkong, 23rd April, 1877.

C. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

**THROUGH TO NEW YORK, VIA OVER-
LAND RAILWAYS, AND TOUCHING AT
YOKOHAMA AND SAN FRANCISCO.**

THE U. S. Mail Steamer CITY OF PEKING
will be despatched for San Francisco, via
Yokohama, on **TUESDAY**, the 15th May
1877, at 3 P.M., taking Passengers and Freight
for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of
Lading are issued for transportation to San
Francisco and other Japan Ports, to San Francisco
to ports in Mexico, Central and South America
and to New York and Europe, via Overland
Railways.

"GADSKILL,"
in Ration, will leave for the above Ports
on THURSDAY, the 24th instant, at 3 P.M.
Freight or Passage, apply to
J. A. JADLINE, MATHESON & Co.,
Agents.
Hongkong, 19th April, 1877.

FOK MANILA (DIRECT),
Spanish Steamer

"PANAY,"
Spanish Master, will leave as above on
on WEDNESDAY NEXT, the 19th inst.
Freight or Passage, apply to
J. A. JADLINE, MATHESON & Co.,
Agents.
Hongkong, 20th April, 1877.

FOR BANGKOK,
Spanish Steamer

"DANUBE,"
Austrian Master, will be despatched for
Hong Kong on THURSDAY, the 26th
inst., at Daylight.
Freight or Passage, apply to
YUEN FAT HONG,
Agents.
Hongkong, 19th April, 1877.

For further information as to Passage and
Freight, apply to the Agency of the Company
No. 9, Praya Centra.

RUSSELL & Co.,
Agents.

Hongkong, April 17th, 1877.

FOR RESPONSIBLE FOR THE DEPT.

"HONGKONG AND HANKOW."
British Steamship

"TARTAR."
On 10th inst. Master, **Wm. PUSTAT**, as above
about the 23rd instant.

Freight or Passage, apply to
Wm. PUSTAT, at
Hankow, 17th April, 1877.

HONGKONG AND MELBOURNE.
Steamship

"OCEAN."
The **Argonaut**, will load **Tea** at **Foochow**
on above Ports at the **OPENING** of the
new Season.

Freight, apply to
J. JARDINE, THOMSON & Co.
Agents.

Hongkong, 2nd April, 1877.

FOUR SHANGHAI.
German Steamship

"FERONIA."
The **Wm. H. Schultze**, will receive immediate

Neither the **CAPTAIN**, the **AGENTS**, nor the
OWNERS, will be **RESPONSIBLE** for any
DEBT contracted by the **OFFICERS** or the
of the following Vessels during their stay
Hongkong Harbour:

ALBERT RUSSELL, American bark, **Carrer**,
Amoy, Kiangy & Co.

ALONG, **SLANON**, British ship, **Harrington**,
Angell, Harewood & Co.

ARABELLA, British bark, **Pennon**—**Order**.
W. H. B., Siamese ship, **Moller—Kinsky**
—**long**.

EVENING STAR, British bark, **Ambo**—**Am**
bold, Karberg & Co.

FOOCHOW, Siamese bark, **Hoobroyster**—**Chin**

GLENGLADE, British ship, **Fymlster**—**Lond**
& Co.

HARKOW, British steamer, **Finington**—**Sl**
sen & Co.

HAVILAH, British bark, **Garby**—**Ambo**
Karberg & Co.

HYEROLDET, German bark, **Soll**—**Ed. Sche**
hass & Co.

JUST, British steamer, **Stook**—**W. A. Post**
& Co.

TERA, Danish bark, **Lamb**—**Ed. Sche**

Freight or Passage, apply to
WM. POSTAL & Co.,
Hoboken, N. J., 21st April, 1877.
FOR LONDON.
EAL British Clipper Ship
"LEUCADIA,"
as, Master, will leave early and have quick
Freight, apply to
MEYER & Co.,
Hoboken, 20th April, 1877.
FOR NEW YORK.
EAL American Bark
"ALBERT RUSSELL,"
as, Master, will leave here and will have
Freight, apply to
J. H. MAGDOEN & Co.,
Hoboken, 21st April, 1877.
FOR MANILA.
Spanish Steamer
"SORBOGON,"
as, Master, will have early despatch.
Freight or Passage, apply to
J. H. MAGDOEN & Co.,
Hoboken, 21st April, 1877.
LALLABOOK, British Bark, Horder—G
Company.
TEVADA, British ship, Maine—Arch
Karg & Co.
MACDONALD, British steamer, Newall—Gim
& Co.
MANOQUE, or AUSTIN, British bark, Main
—Rosario & Co.
MARY WHITEHEAD, American ship, Outle
Russell & Co.
NORFOLK, Siamese ship, Tarek—Task M
& Co.
RUTH, Russian bark, Berglund—Ore
THEVALIA, Danish steamer, Molise—Me
THOMAS LORD, American ship, Hall—Arch
Karg & Co.
VENIAN, British 3-m. schooner, Harlan
Wick & Co.
VENICE, British steamer, Rhode—Jard
Matheson & Co.
WALTER PASADON, American bark, Bl
stand—Vogel, Magdoen & Co.
WAC H. DEITY, American 3-m. sch. Eslo
—Arnold, Karg & Co.

TRANSATLANTIC FIRE INSURANCE
COMPANY OF HAMBURG.

VOGEL, HAGEDORN & Co.
Hongkong, 19th April, 1877.
FOR COOKTOWN.
British Steamer
"JUAN."
Main Stock will have immediate despatch.

Freight or Passage, apply to
VOGEL, HAGEDORN & Co.
H. Hongkong, 11th April, 1877.

FOR SAN FRANCISCO.
E. Al American Bark.
"MYRTLE MCNEIL,"
1. Master, will load here and will have
mediate despatch as above.
Freight, apply to
VOGEL, HAGEDORN & Co.
H. Hongkong, 11th April, 1877.

FOR SAN FRANCISCO.
E. Russian Bark.
"RURIK,"
1. Master, will have quick despatch as
above.
Freight, apply to
VOGEL, HAGEDORN & Co.
H. Hongkong, 6th April, 1877.

FOR NEW YORK.
E. Al American Ship.
"MYRTLE KELL,"
1. Master, will load here and will have
despatch as above.
Freight, apply to
VOGEL, HAGEDORN & Co.
H. Hongkong, 12th March, 1877.

FOR LONDON.
E. Al Clipper Ship.
"NYASSA,"
1. Master, will have quick despatch as
above.
Freight, apply to
WM. PUSTAU & Co.
Agents.
H. Hongkong, 11th April, 1877.

FOR LONDON.
E. British Ship.
"ANGLO SAXON,"
1. Master, will load here and have
mediate despatch.
Freight, apply to
MEYER & Co.
H. Hongkong, 10th March, 1877.

NOW ON SALE.
THE VOLUMES OF THE China Overland
Trade Report for the Year 1876. Price
10s. 6d. per Volume.
Apply at the *Daily Press* Office.
H. Hongkong, February, 1877.

at 39. Hongkong, 13th November, 1872.

QUEEN LIFE INSURANCE COMPANY.
THE Undersigned are prepared to GRANT
POLICIES AGAINST FIRE to
the extent of 45,000 Dollars on Buildings and
Goods stored therein, at Current Local Rates
subject to a Discount of 20% on the premium.
NORTON & Co.
Agents.
at 8. Hongkong, January, 1876.

**THE SECOND COLONIAL SEA AND
FIRE INSURANCE COMPANY OF
BATAVIA.**
THE Undersigned, having been appointed
Agents in Hongkong for the above Com-
pany, call SPECIAL ATTENTION
SHIPPEES to the low rates of premi-
um charged for all steamer risks, besides which
brokerage of THIRTY-THREE and ONE
THIRD PER CENT (33 1/3%) will be allow-
ed on risks to ports in China, Japan, the Philip-
pines, and the Straits. On risk to all other
ports the Brokerage will be FIFTEEN PER
CENT (15%) only.
SIEMSEN & Co.
Agents.
at 1025 Hongkong, 1st July, 1874.

**BATAVIA SEA AND FIRE INSURANCE
COMPANY.**
THE Undersigned, having been appointed
Agents for the above Company, are pre-
pared to grant insurances as follows:—
MARINE RISKS.
Policies at current rates, payable either in
London, or at the principal ports of India,
Australia, and the East.
A Brokerage of THIRTY-THREE and ONE
THIRD PER CENT will be allowed on ALL
RISKS.
FIRE RISKS.
Policies granted on first-class Buildings
at extent of \$25,000.
A Discount of TWENTY PER CENT (20%)
upon the current local rates will be allowed
all premium charged for insurances; such
amount being deducted at the time of the
issue of policy.
RUSSELL & Co.
Agents.
1 Hongkong, 1st January, 1874.

Post-office Notifications.

A mail will close

For Yokohama, — Per *Mifacosa*, to-day, the 23rd instant, at 5.30 p.m.

For Shanghai, — Per *Zamtois*, to-day, the 23rd instant, at 5.30 p.m. Late letters received, 5.10 to 5.30 p.m.

For Straits Settlements, — Per *Goddish*, to-morrow, the 24th instant, at 2.30 p.m.

For Manila, — For sailing ship, to-morrow, the 24th instant, at 2.30 p.m.

For Bangkok, — Per *Danute*, on Wednesday, the 25th instant, at 5 p.m.

MAILS BY THE TORRES STRAITS PACIFIC.

The Contract Packet *GERLONG* will be despatched from Hongkong on SATURDAY, the 21st instant, with Mails for Singapore, Batavia, Coochin, Cleveland Bay, Bowen, Keppel Bay, Beir, Sydney, Tasmania, New Zealand, and Melbourne.

Correspondence cannot be registered after 10 A.M.

The Mails will be closed at 10 A.M. Late letters till 10.15 to 11 A.M.

Correspondence for New Zealand must be specially directed via Torres Straits, or it will be sent direct Galie.

South Australian news

will be despatched from Hongkong on SATURDAY, the 23rd instant, with Mails to and through the United Kingdom and Europe, with Marseilles; to Batavia, Singapore, Rangoon, Calcutta, Madras, Bombay, Aden, Suez, and Alexandria.

The following will be the hours of closing the Mails, &c.:

FRIDAY, 22nd instant,
5 P.M. Money Order Office closed.
Post Office closes about the NINE O'CLOCK, which remains open all night.

SATURDAY, 23rd instant,
7 A.M. Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 A.M. Registry of Letters closes.
11 A.M. Post Office closes except for Late Letters.
11.10 A.M. Letters (but Letters only) except those to and through Australia may be posted on payment of a Late Fee of 15 cents extra postage and 10 cents for the Post Office CLOSURE.

MAILS BY REGISTERED UNITED STATES
PACKET

- The United States Mail Packet *GALEON* will be despatched on **TUESDAY**, the 1st of May, with Mails for Japan, San Francisco, the United States, and London, which will be **CLOSED** as follows:

2 P.M., Registry of Letters ceases.
2.30 P.M. Post Office closes.
3.30 P.M. Post Correspondence for Japan or the United States.
4.00 P.M. Letters for Japan may be posted on board the Packet with Late Fee of 12 cents extra Postage, until 2.30 p.m., when the Mail is finally closed. Correspondence not so directed for this route, and if not finally paid, will be sent by British Packet.

Letters, &c., can be posted for Canada, the United States, and the places named below, if sufficient American stamps are added to prepare them from San Francisco to destination. American Stamps are sold at this office. The United States Registry is 8 cents in "Home" and 10 cents in "Foreign" stamps. In these places only the names of which are printed in Italics. To all the other places named in Italics, the postage must be paid through the United States.

The following are the charges on correspondence thus sent —		Per Half Ounce	Per Half Ounce
		Hongkong U.S.	Stamp
		Stamp	Stamp
Canada, British Columbia, New			
Breanarich, New Scotia, Prince			
Edward's Island, Vancouver's	12	3	
Island, British Columbia, New			
Providence			
Amoy, Borneo, Cuba, Fiji,	12	5	
Greenland, Jamaica, Panama			
French, New Zealand	12	6	
Guatemala, Marquesas Is., Mexi-	12	10	
co, Salvador, Zanthi			
Batavia, Ceylon, Calcutta	12	13	
Belin, Borneo, Carthage			
Etia, Gambia, Georgetown, Guat-			
emara, Honduras, Martinique,	12	13	
New Granada, Nicaragua, San-			
ta in Mexico, Turk Is.			
17			
Bojone, Chile, Ecuador, Peru,...	12	17	
Brant	12	21	
Campana, Canton, Cebu, Hong-	12	27	
kong, Macao, Peking, Shang-			
hai, Amoy, Pampun, Uru-			

Circulars, &c., for Canada, per	Boxer & Paper	
1 cz.	2	1
Newspapers for all other places	2	4
(not over 4 cz.) each Paper.	2	4
Books &c. for other places	8	10

Any articles found enclosed in Newspapers or Book Packets (as well as savings, jewellery, &c.) will be detained and sold.

COMMUNICATION WITH BATAVIA.

The Netherlands India Packets leave Singapore fortnightly, and are fitted to the arrival of the outward P. & O. Steamships from Europe.

The French Packets for Batavia wait Singapore for the Packet from China and fortnightly.

It follows that, to forward Correspondence to Batavia with the least delay, the following are the best opportunities—

In the E.W. Monsoon.
 The English Mail.
 The French Mail.

In the N.E. Monsoon.
 A Private Steamer, a few days before, to
 English Mail.
 The French Mail.

Many boxes of letters are received at the P. Office not sealed, that is to say, the box fastened with sealing wax, but there is no impression of a seal.

book remarkable seal, and of sending a C. box or receipt with them. The omission of the latter precaution leaves a doubt as to whether the goods are really sent to the Post Office; the omission of the former, as whether part of them might not have been abstracted for the sake of the Postage Stamp.

Most countries to which Hongkong forward Correspondence having joined the General Postal Union, the following regulations are necessary that the following rules be strictly observed.

1. No Letter or Packet, whether to be registered or unregistered, can be received for Postage unless it is enclosed in a paper or other inclosed articles, or anything that, as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of any article of value unless the sample of value be so small as to make the sample of value.

3. The limits of weight allowed are as follows—

BOOKS AND PAPER: To British Offices, **PATENT:**—5½, if without intrinsic value; **BOOKS AND PAPERS:** To the Continent, 3 2½.

EATHEANS—3 oz.

4. The following articles cannot be sent Post at all—Glass, Liquids, Gunpowder, Matches, Candles, Soap, Indigo, Dyestuffs, whatever is dangerous to the Mail or offensive or injurious to persons coming with them.

PATENTS.

The public is reminded that, in China and Japan, there is no such thing as Patent Protection. Much trouble and disappointment is caused by the sending of articles of value without paying through the Post, **Chin, Offices, Articles, Dress, Fancy Work, and similar presents** continually being refused, the senders having paid the freight by steamer. No refund can be made on such parcels of the value of Stamp obliterated before the nature of the contents was discovered.

PATENTS.

Some difficulty is experienced in obtaining general understanding of what is a Patent. It is a bond fide sample of goods which the sender has for sale, or of goods which he wishes to sell, and of the smallest possible quantity compatible with showing what goods are, and must have no intrinsic value.

		\$50	\$60
		\$80	\$90

[illegible]

VESSELS.	
Arnhold, Karberg & Co London.	Shanghai
Clemson & Co	
<i>Cheung-chow and</i>	
JAO.	
on 16th April, 1877.	

H.C. & M. Steamboat Co.	
Casten and Mucco.	
ATOW.	
20th April, 1877.	
Jircks & Co	
Jircks & Co	
Jircks & Co	
Ed. Vincent & Co	

18th April, 1877.	
Messing & Co Order. T. A. Petersen & Co J. A. Petersen & Co J. A. Petersen & Co J. A. Petersen & Co Messing & Co	Bangkok Sourab Taiwan Taiwan
OOCHOW.	

<p>18th April, 1877.</p> <p>Order Whitice</p> <p>NGHAI</p> <p>15th April, 1877.</p> <p>numerous steamers, tug boats, hulks, employ- are not included in this</p> <p>Ragaz & Co Russell & Co Stubb, Livingston & Co Hawes, Ripley & Co Russell & Co</p>	<p>18th April, 1877.</p> <p>Order Whitice</p> <p>NGHAI</p> <p>15th April, 1877.</p> <p>numerous steamers, tug boats, hulks, employ- are not included in this</p> <p>Ragaz & Co Russell & Co Stubb, Livingston & Co Hawes, Ripley & Co Russell & Co</p>
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Wills Moller	
Traxer & Co	
enson, Low & Co	
teard & Co	
Lorris & Co	
loyd & Co	
earon, Low & Co	
PHAMA.	
on 11th April, 1877.	
Leah, Hall & Co	

Knifflor & Co Captain Abbott C. Key & Co Knifflor & Co B. Co	
INITIALS	
14th April, 1877.	
Herman & Co Schmidt, Sent & Co Knauschi & Co Willy, Ball & Co Schubert & Co H. Reichen & Co Willy, Ball & Co Order	London Cádiz Osnaburg
g, Wyndham Street, Hongkong	

FOREIGN MEN-OF-WAR IN HARBOUR.									
Name.	Nation.	Tonn.	Class.	Captain.	Arrived.	Departed.	Remarks.	Agent.	Destination.
Marquis de la Victoria	Spain trans.	1800	1	Don J. Borja	Feb. 28	Mar. 1			
Latino	Spain trans.	1800	1	Don Juan Espallo	Feb. 28	Mar. 1			
Peng-shen-hai	Chinese s. s.	600	1	A. Fy	Feb. 28	Mar. 1			
Tung-shing	Chinese s. s.	600	1	A. Fy	Feb. 28	Mar. 1			
Tejo	Port. gun-b.	400	2	Lieut.-Commander Amiral	Feb. 28	Mar. 1			
Importers 14th April, 1877.									
SHIPPING IN THE CHINA WATERS.									
Vessel.	Date of Arrival.	Captain.	Flag & Reg.	Tonn.	Consignee.	Destination.			
WHAMPOA.									
STRANERS.									
British	—	—	Brit. str.	69	Hwai Apheong	—			
Printed and Published for the Proprietor by D. WATSON STARR, Wyndham Street, Hongkong									